



The Kandahar Chronicle

451ST AIR EXPEDITIONARY WING

Volume 4, Issue 2

October 12, 2009



Photos by Staff Sgt. Angelita Lawrence

As he cuts the ceremonial ribbon, Brig. Gen. Mike Boera, commanding general of Combined Air Power Transition Force, Combined Security Transition Command-Afghanistan, and Brig. Gen. Guy Walsh, commander of the 451st Air Expeditionary Wing, show their support of the Afghan National Army Air Corps' wing activation Oct. 5 at Kandahar Airfield. The wing is the ANAAC's second and supports Mi-17 helicopter operations and training.

ANAAC stands up new wing at Kandahar

By Tech. Sgt. Joseph Kapinos
U.S. AFCENT Combat Camera Team

Afghan government officials and religious leaders, along with senior officers from both Afghan and coalition forces stood up the Afghanistan National Army Air Corps' second wing here in a dedication ceremony Oct. 5.

The wing, based at Kandahar, hosts rotary wing aircraft and supports multiple detachments around the region.

The ANAAC's other wing is based in Kabul, the nation's capital. Combined, the air corps now has two rotary wing squadrons, one fixed wing squadron and a presidential airlift squadron.

The new wing recently saw the arrival of three Mi-35

Hind attack helicopters at the base for weapons training and will eventually be able to provide escort for Afghan transport helicopters.

The primary mission of those transport helicopters is battlefield mobility, moving cargo and passengers from major bases such as Kandahar out to detachments or training facilities. With the addition of Afghan attack platforms, missions requiring escort for transports can now be done by ANAAC assets instead of coalition aircraft.

The ability to support their own operations and be a part of the larger effort is important to the Afghan commanders.

"The Afghanistan National Army Air Corps has a

See ANAAC, page 4

Chief's Chatter

Who is responsible for this?

By Chief Master Sgt. Steve McDonald
451st AEW Command Chief

I'm sure some of you may have heard the acronym RHIP before. It stands for Rank Has Its Privileges. But how many of you have heard of RHIR? RHIR stands for Rank Has Its Responsibilities.

It doesn't matter what rank you are, you have responsibilities. As a new Airman, you are expected to follow standards and perform the job you have been trained to do. As you progress in rank, your responsibilities will also increase. At the high end of that spectrum is the wing commander who answers for every Airman in this wing.

Although those levels of responsibility are vastly different, the most important thing is that everyone must fulfill their responsibilities in order for the mission to be successful. Too often, people focus more on the benefits and privileges of making rank rather than the obligations that accompany promotion.

Peter F. Drucker, a renowned management expert addressed it this way: "Rank does not confer privilege or give power. It imposes responsibility."

Sir Winston Churchill said, "The price of greatness is responsibility" and in the book of Luke, chapter 12, verse 48, the Bible says, "from everyone who has been given much, much will be demanded; and from the one who has been entrusted with much, much more will be asked."

Have you heard the story of the four bodies? Their names were Everybody, Somebody, Nobody and Anybody. Whenever there was an important job to be done, Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. When Nobody did it, Everybody got angry because it was Everybody's job. Everybody thought that Somebody would do it, but Nobody realized that Nobody would do it. So consequently, Everybody blamed Somebody when Nobody did what Anybody could have done in the first place.

Everybody has responsibilities. Everybody needs to take care of their own obligations.

John D. Rockefeller ties our responsibilities and obligations together by saying, "I believe that every right implies a responsibility; every opportunity, an obligation; every possession, a duty."

Thank you for taking care of your yard.

Shirt's Dirt: Everyone is connected

By Master Sgt. John VanVorce
755th Air Expeditionary Squadron
First Sergeant

We were all once children.

Do any of you remember getting your butt whooped because you and your brother decided rock fights were the best way to settle an argument? Or that time you didn't change out of your Sunday's best because there was no time, Mother Nature left a big messy mud puddle for you and your closest pals to go fishing for magical stuff at the bottom... maybe that was just me.

I bet when you knew you were doing something wrong, you had that nagging feeling in the back of your head that you were going to "get it" when you got home. We knew what discipline was, but as children we sometimes failed to apply it.

We have graduated to adulthood and grown to be fine upstanding Air Force members. How do I know this? Because you have been chosen. There are more than 328,700 Air Force members and you were selected to represent our nation and

make history. I believe what got you here was discipline.

George Washington stated, "Nothing can be more hurtful to the service than the neglect of discipline; for that discipline, more than numbers, gives one army the superiority over another."

I sometimes doubt that we take this as seriously as we need to.

Make no mistake, our enemies are disciplined; and we need to ensure we maintain what brought us here.

How do we maintain military discipline? By enforcing our self-discipline, reaffirming our self-belief and projecting respect for ourselves and our fellow service members.

For our enlisted force, discipline was engrained in basic training. The seeds were sown, and, for all, it was a way to enact a change in our thoughts and make sure we could produce the attention to detail needed by Airmen to be tactically and technically proficient.

Hours of mind-numbing underwear ironing, marching to and from locations, making sure you had the "bricks" just right on the sides of your mattress.

Some wanted to give up thinking, "this is impossible" or "they want too much from me." Days and weeks passed, then you got it... together, we all got it.

Think back to the day your flight had their final inspection... marching like a well-oiled machine, 90-degree bricked corners, sharp, crisp and full of belief in yourself and fellow Airmen. You were untouchable marching that parade field. Our families were so proud.

That is what you should strive to attain every time you put on the uniform that states, "I am an American Airman," part of the greatest air and space power on the planet, and my military service will always be there to support you and is at the core of your discipline.

Neglecting direct orders that govern our behavior only weakens our superiority and disrespects you and your fellow Airmen. Hair out of regulations, not carrying weapons, being disrespectful by throwing water bottles or cigarettes anywhere you choose because it's more convenient.

See DISCIPLINE, page 3

AOR Photo of the Week



Photo by Senior Airman Timothy Taylor

Keeping Kandahar wired for communications

Airman 1st Class Jesse Santostefano feeds copper cable into a pipeline 3,000 feet to its destination here, Oct. 7, 2009. The 451st Expeditionary Communications Squadron installs mostly fiber optic cables but has also installed copper throughout Kandahar Airfield to provide permanent telecommunications to Airmen. Airman Santostefano is an engineering and installations team member with the 451st ECS deployed from the Air National Guard unit in Milford, Mass.

DISCIPLINE, continued from page 2

Max Anders said, "Only the disciplined ever get really good at anything."

Be great at being an Airman. Be vigilant because every small step away from standards is a step towards getting really good at being really bad, which can be dangerous.

Have pride in yourself and have respect for your fellow

servicemen and women. Your core is moral discipline. It is intertwined with the discipline of physical and mental preparedness. Live up to our Enlisted Force Structure, be a sentry abiding by operation security; embody our Air Force Culture of Followership, and live in accordance with our core values. These are concrete.

If you are apprehensive, take a look at the "U.S. Air Force" stitched on your uniform.

Keep operations security and communications security in mind when speaking with family members

Cell phone calls can be monitored and telephone numbers can be collected for use by terrorists.

Be careful of information placed on social networking sites and other online sites, which are being monitored by terrorist organizations with intent to gather information.

Destroy all addresses and personal information from mail received prior to disposing of packages and envelopes.

ANAAC, continued from page 4

significant role in the fight here in the region,” said General Mohammad Dawran, ANAAC commander. “The corps’ priorities are moving troops and supplies to where they are needed, helping civilians in need, and being an equal partner in the international coalition effort.”

General Dawran expressed those sentiments standing in front of a contingent of Afghan National Army and Air Corps personnel. Behind them, representing the current air corps assets were an Mi-35 and Mi-17 helicopter, and an AN-32B aircraft similar to the C-27 Spartan, which was previously flown by American pilots. C-27s are slated to be sent to Afghanistan in the near future, and will be part of the total inventory, the general said.

“The air corps is in the progress of modernizing its aircraft,” said General Dawran. “We are very grateful for the helicopters and airplanes donated to us by our international friends.”



Afghan and coalition servicemembers and local dignitaries celebrate the Afghan National Army Air Corps’ second wing activation. Its mission is to move troops and supplies around the region and support smaller Afghan military detachments.

The ANAAC is currently working with U.S. Air Force and Army mentors to further enhance their mission capabilities and skills. There are also approximately 60 Afghan pilots attending English language and flight training in the United States.

Echoing many of the statements given to the crowd by a myriad of

speakers during the ceremony, Brig. Gen. Mike Boera, representing the International Security Assistance Force and U.S. Air Force Central command, commented on the success the air corps has had in establishing the new wing at Kandahar.

“Building an air corps in the middle of a war is difficult,” said General

Boera. “It is like building an airplane in flight.”

“However, today is truly an historic day, both for the Afghanistan National Army Air Corps and for the country of Afghanistan,” he said. “It has been a challenge, but I congratulate you on your success here at Kandahar and wish you more continued success in the future.”



U.S. Air Force Brig. Gen. Mike Boera, commanding general of Combined Air Power Transition Force, Combined Security Transition Command-Afghanistan, addresses the audience at an Afghan National Army Air Corps wing activation here Oct.

COMM installs new commercial-quality phone switch for smoother operations

By Capt. Adam Williams
451st Expeditionary
Communications Squadron

There has been an increased number of communication outages over the past few weeks.

What is causing all of these outages? These service interruptions are a painful, but necessary, part of the comprehensive Air Force communications restructure that is replacing old contingency systems with new, state-of-the-art, enduring systems to provide more reliable and stable communications.

In the past three months, the 451st Expeditionary Communications Squadron has accomplished a complete overhaul of all major communications systems, leading the way to a comprehensive transition from tactical to permanent communications.

Some major upgrades

include moving the Network Control Center into a permanent facility, activating two new Satellite dishes, installing an underground fiber-optic network backbone, and the on-going installation of a new commercial-quality DSN phone switch.

All of this was done while operating, expanding, and maintaining the incredibly complex environment of communications systems used every day here at Kandahar Airfield.

So what's next on the horizon? Phone services are being scheduled to move off of the tactical network and onto a new, \$2 million commercial phone switch.

The current tactical hub-and-switch network is at maximum capacity, but the new phone system will eventually support five times as many customers with home-station functions like redial, call transfer, call hold, call

forward, conference calls, and many more.

During the transition, there will be drops in phone service for up to one hour for each user as we physically disconnect and reconnect each line onto the new system. Telephone lines are scheduled to be affected during various times Oct. 14 through 16.

Immediately following the migration, each phone's prefix will change from "463" to "420."

For all customers located south of the flight line, the last four digits of their phone numbers will remain the same. All customers north of the flight line will have completely new numbers. The Communications Focal Point will be requesting phone number lists from all CSAs so they can update the phone numbers in the Global Access List as soon as possible.

Voice Over Secure Inter-

net Protocol service will not be affected.

The 451st ECS is doing everything it can to provide reliable, robust communications and responsive customer service to all customers.

The goal is to make all the work transparent to customers, so the 451st ECS carefully coordinates and schedules unavoidable outages to minimize customer downtime and impact. When unscheduled outages happen, technicians are deployed immediately to hunt down the cause and get communications back up as soon as possible.

The 451st ECS thanks everyone for their support and understanding as the transition from tactical to permanent communications is wrapped up over the next couple months. A little disruption now will be worth the quantum leap in service they are striving to provide.



Photos by Capt. Adam Williams



The 451st Expeditionary Communications Squadron has accomplished a complete overhaul of all major communications systems, leading the way to a comprehensive transition from tactical (left) to permanent (above) communications.

Unit Spotlight



Photos by Senior Airman Timothy Taylor

Jeff Markie, aircraft mechanic, directs an MQ-9 Reaper into a hangar, Oct. 8, 2009. The MQ-9's primary mission is to act as a persistent hunter-killer against emerging targets to achieve joint force commander objectives.

Maintainers keep critical eyes in skies

By Staff Sgt.
Angelique N. Smythe
451st AEW Public Affairs

The 62nd Aircraft Maintenance Unit consists of a team of Airmen and civilians who play a critical role in assisting war-fighters by providing reliable aircraft de-

signed to provide real-time intelligence, surveillance, reconnaissance and precision attack missions.

The members of this unit work on the MQ-1 Predators and MQ-9 Reapers. Without their technical expertise, operators would not be able to fly these assets. Their ability to quickly service these aircraft for

airborne operations provides a critical eye in the skies for ground commanders to have visibility on activity with pinpoint accuracy and engage in attacks against time-critical targets.

The aircraft, which are able to fly for many hours, must constantly undergo scheduled maintenance. Crewmembers must conduct many types of inspections based on the number of hours the aircraft has flown.

"What they do is truly remarkable," said Capt. Rebecca Hart, officer in charge of the MQ-1 Predator maintenance crew. "One of the main maintenance activities we do is engine overhaul. These guys are actually able to pull these engines after 360, 720 or 1,080 hours of flight and get it airborne the next day. I've seen them, in a single shift, take the whole engine out, get another engine from the shop, install it, gas it up, and have it ready to go for the next mission. It's pretty amazing."

"On an MQ-9, we do an engine change every 2,000 hours," said Ron Madland, MQ-9 Reaper maintenance site manager. "It's a different type of engine, a turbo prop, which runs on JP8 fuel."

The MQ-9 Reaper is a much larger aircraft than the MQ-1 Predator and carries a larger payload, but they both have pods that are able to distinguish targets on the ground at very high resolutions.

The General Atomics MQ-9 Reaper maintenance organization is managed by civilians, including field service representatives from Raytheon and L-3; and the MQ-1 Predators are maintained by Airmen.

"We're a lot smaller team than the military," said Mr. Madland. "We work well with the Air Force, the Army and the other agencies here, but we work primarily with the Air Force and the fuel contractors."

Both the Airmen and civilians are deployed from Creech AFB, Nev. When they redeploy, a new group arrives here from the same homestation.

"Every 120 days, we replace ourselves; so there's always an opportunity to come back," said Captain Hart. "We're not passing the torch to someone else, so it is in our best interest to stabilize this program and make ways of doing things on this base better. We continuously strive for improvement."

But even though they are thousands of miles away from home, their quality of

maintenance and compliance to technical data still remains the same.

"We need to do it right all the time everywhere we go," said Mr. Madland.

"I think the only thing that's different is the number of hours we fly compared to home station just how close we are to the mission... we fly 24 hours a day, 7 days a week here in support of ground troops," said Captain Hart. "It's really neat to see how everything comes together because we're right next door to operations and we see what they're doing everyday. We get the big picture being here versus being at home."

Both Captain Hart and Mr. Madland agreed that one of the challenges they face here is not having a full library of technical guidance for these aircraft.

"The technical data has not matured as others have, such as the F-16 (Falcons), which have been around for a long time with a lot of documentation of problems and engineering information," said Mr. Madland. "These are all new aircraft. The MQ-9 was actually fielded approximately 18 months before it was scheduled to be released to the Air Force in response to what was going on here in this part of the world."

When faced with anomalies they have not encountered before, many times the maintainers must request assistance from engineers regarding new problems or new challenges, which may require a new fix or part that may not be listed in their illustrated parts breakdown.

"They do it rather quickly, but I think that's kind of a challenge as opposed to it just being readily available," said Captain Hart.

But this challenge also gives the maintainers an opportunity to provide inputs on better ways to conduct business or suggestions of things that may need to be changed. Once their changes have been granted, they are incorporated



Senior Airman Travis Zablan, crew chief, refuels an MQ-1 Predator. The MQ-1 Predator and MQ-9 Reaper are the only Air Force aircraft on Kandahar that require the crew chiefs or mechanics to refuel it themselves.

into the library of technical data.

One thing these maintainers are currently working on improving is their engine shop.

"We are constantly looking at better ways to conduct business in line with AFSO 21, including reducing waste and streamlining our work centers," said Captain Hart. "For example, they intend to get larger work stations to replace the smaller tables which are barely big enough to place the engines on, let alone spread out all of the components for routine maintenance."

These crewmembers work day in and day out to bring an important capability to the fight in order for the mission to be successful here in Afghanistan.

"These aircraft bring a lot of value to the other warfighters - whether you're talking Army, Marines, Navy, or NATO forces, they all look to this platform to assist them in finding targets on the ground," said Mr. Madland.

The key to any mission's success is people, the captain said.

"You can't get any closer to the mission, so, I think it's really easy to translate what's



Troy Ruark and Calvin Castleton, weapons systems technicians, stow an AGM 114 Hellfire missile, Oct. 8, 2009. The MQ-9 has a laser rangefinder/designator, which provides the capability to precisely designate targets for laser-guided munitions.

going on beyond the wire and how my guys are contributing to that mission," said Captain Hart. "They really work hard

out there and I'm really proud of what they do. I'm just happy to be a part of this team."



Photo by Senior Airman Timothy Taylor

General Arthur Lichte, Air Mobility Command commander, visits Airmen who make the mission happen here at Kandahar Airfield, Oct. 9. The general also visited other locations on base including the airlift and reconnaissance squadrons and the explosive ordnance disposal unit.

AMC commander thanks Kandahar Airmen

By Staff Sgt.
Angelique N. Smythe
451st AEW Public Affairs

The Air Mobility Command commander, General Arthur Lichte, visited Airmen on Kandahar Airfield Oct. 8 and 9 to say “thank you” during his visit around the U.S. Central Command area of responsibility and to explain some of the ways in which the air mobility piece has contributed to the mission here in Afghanistan.

“They are taking care of people,” he said. “One way is with the aeromedical evacuation mission. We can raise the survivability rate up to 98 percent if we can get (patients) to a hospital, then back onto our airplane to get

them home. We take them to where they can get good medical care and then to be with their families, which is absolutely critical.”

Cargo airplanes, such as the C-17 Globemaster III and C-130 Hercules, play an important role in transporting equipment, such as mine-resistant vehicles and other supplies, from the U.S. to all forces located on the ground here.

“Afghanistan is a very tough theater,” said General Lichte. “Getting airdrop to ground forces wherever needed, to those Soldiers and Marines on the ground, is absolutely critical.”

Since his last visit in June, the amount of cargo carried by AMC aircraft has

continuously increased for airlift and airdrop missions from 3.8 million pounds of cargo to more than 4 million pounds in September.

“And then, of course, our tankers are overhead providing the sustainment and the persistence we really need in Afghanistan,” said General Lichte. “Air Mobility Command is contributing to the joint and coalition fight here big time.”

There are some challenges members of AMC must overcome in order to keep the mission going on Kandahar Airfield. This includes hot temperatures and dusty environments which make it challenging to keep equipment, such as old airplanes, operating. An-

other challenge includes having enough ramp space for AMC’s very large aircraft, the general acknowledged.

“It’s all about the great people we have who are able to do all that and make it happen,” he said.

General Lichte, who is now wrapping up his 38-plus years of service in his Air Force career, said he is “continuously impressed by the quality of men and women we have serving in our Air Force and our joint and coalition partners. The quality is so high it is absolutely outstanding, and I know as I leave the Air Force, we’re in good hands. I’d like to say thank you from the bottom of my heart.”



Bulletin:

→ MWR Event

Ambassadors of Hollywood Tour
Oct. 16 at 8 p.m.
MWR Game Room

→ Chapel Events

- Traditional Protestant Worship Services
Sundays
2 p.m. in the Rec Tent
3:30 p.m. at the A-10 Squadron
5:30 p.m. at the C-130 Squadron
- Other faith services are offered through Fraise Chapel.
- Weekly Bible Study
Tuesdays at 7 p.m. on Camp Samek Tent No. 7 (next to the gym)
"30 days to Understanding the Bible"
- For more information, contact the chapel at 463-1289

→ Looking for a way to help out Afghans? You can help:

1. Local schools need supplies
 2. Local hospitals need medicines
 3. Local medical trainees need assembled first aid kits.
- Please call Tech. Sgt. Jason Garcia at 463-1289 for further information.

→ Camp Samek Clean-up

Who: Camp Samek Workers
What: Camp Samek/Samek Gym
Where: Camp Samek
When: Thursdays at 1700L
POC: Tech. Sgt. Dekelvin Garrett, 463-1277
Staff Sgt. Corey Curl, 463-1278

- Want to see something in the next edition of the Chronicle? Tell us! Send your ideas to:
451AEW.pa@kdab.afcent.af.mil today!

The Kandahar Chronicle is brought to you by the 451st AEW Public Affairs
"Your hearts and minds are ours!"

PA Staff

Public Affairs Officer: 1st Lt. Noelle Caldwell
Editor: Staff Sgt. Angelique Smythe
Photographer: Senior Airman Timothy Taylor
Videographer: Tech. Sgt. Rachele Anderson

Joint Task Force Paladin South receives new commanding officer

On Oct. 10, Navy Commander George Eyford relinquished command of Joint Task Force Paladin South to Navy Commander Richard Hayes during a change of command ceremony. Joint Task Force Paladin is a counter-improvised explosive device unit responsible for responding to IEDs.



Photo by Senior Airman Timothy Taylor

Chaplain's Corner:

Be courageous, have no fear

By Chaplain (Capt.) Jonathan Hurt

One day I found a camel spider outside my tent near a box of water. That thing scared me half to death! I kicked the box of water so hard it "exploded" sending bottles of *Oasis* flying. Then the critter ran under a barrier to hide.

No one likes to talk about the things we fear because fear is often so unreasonable, irrational, and flat out silly.

An old Swedish proverb puts it this way: "Worry gives a small thing a big shadow." To have fears and worry about things is human nature. No one is immune. Some may fear the next mission outside the wire. Others may fear the loss of a relationship or the death of a loved one. You may fear failure or public disgrace. I face that every time I speak in front of people.

Courage is not the absence of fear but the ability to overcome our fears and get the job done anyway.

There are a couple of things you can do to combat fear. First, don't look at the "shadow" of an object but at the object itself. In other words, look at things realistically. I've heard so many stories about camel spiders jumping on you and taking you down like a lion pouncing on a gazelle that my terror was disproportionate to the situation. I could have easily crushed that spider. Many of our fears are unwarranted and fade away once we realize we were looking at the "shadow" rather than reality.

The other thing you can do to destroy fear is pursue faith. Max Lucado wrote in his recent book, *Fearless*, "Feed your fears, and your faith will starve. Feed your faith, and your fears will." Find ways to feed your faith while you are here at Kandahar Airfield, and, regardless of what they are, your fears will gradually fade away.

"God is our refuge and strength, an ever present help in trouble. Therefore we will not fear..."